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Hongkong Daily Press.

ESTABLISHED 1857



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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Hongkong 1st April, 1909.



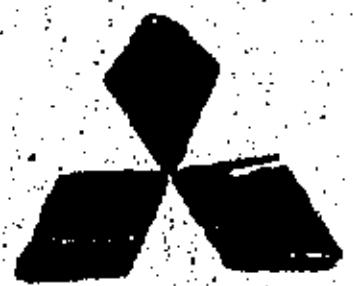
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149] [508]

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150] [408]

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[25]

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JUNE 2D, 1911.

THE prospect of the Stars and Stripes floating over the new Post Office building is not one which is contemplated by the British residents in the Colony with satisfaction. Is it for this that the Government added to the original designs of the Post Office a fourth storey at a cost estimated at the time at \$75,000? Whether, incidentally, the additional storey was actually built for that money we do not know, but in view of the great increase upon the estimates as a whole, there is room for doubt. Be that as it may, it has come as a great surprise to the public to learn that the Government has contemplated letting any part of this building, and we imagine the Unofficial Members of Council will lose no time in obtaining from the Government a statement of the considerations which induced them to add this storey to the building. Presumably this important alteration in the plans had to receive the sanction of the Secretary of State, for the Colonial Office showed some little reluctance to sanction the rather heavy expenditure contemplated by the original plans. Therefore it is fair to presume that case had to be made out that this additional accommodation was needed for Government Departments, and not for the purpose of accommodating private firms or foreign Consulates. Certainly there would have been a popular outcry against the additional expenditure had it been known that the fourth storey was not

required for Government Offices, and an explanation of the surprising intelligence given in Mr. W. L. Carter's letter in our columns a few days ago is obviously called for. Since it stands confessed that the Government does not need all the accommodation which has been provided at such a heavy cost to the rates, the spare rooms ought, of course, to be let until new needs of the Government arise. Here a question arises as to the method of letting this accommodation. We have heard the opinion expressed that the rule or regulation of the Colonial Service under which tenders are now being publicly invited for the old Post Office building in Queen's Road applies in the present case also, but no advertisements have been published inviting offers for the offices available on the top floor of the new building. To advertise for tenders would certainly be a novel way of letting offices, but whether or not the failure to do so infringes a rule of the Service we are unable to say. We have nothing whatever to say against the American Consulate or against any other institution, or firm, foreign or British, trying to lease offices in what the estate agents would probably describe as "this very desirable situation," but it surely is expected of the Government that in granting leases it should have some regard, not only to the amount of the rental applicants may be inclined to pay, but also to their contemplated use of the premises. American citizens have the patriotic sentiment as strongly as any other people. They would no more contemplate with satisfaction the Union Jack floating over a government building in Manila than the British residents of Hongkong are able to view the parallel circumstances here. It is purely a matter of patriotic sentiment, and the surprising thing is that the Colonial Government should have paid so little regard to this aspect of the matter, if indeed it has not been heretofore entirely overlooked in the negotiations, notwithstanding that the members of the Executive Council, as we assume, have been consulted on the subject.

The German Mail of the 3rd May was delivered in London on the 31st May.

No case of plague was reported in the Colony during the 24 hours ended at noon yesterday.

Mr. Horace Rumbold is acting as Chargé d'Affaires at Tokyo during the absence of Sir Claude MacDonald.

H.M.S. Woodlark, one of the gunboats on the Yangtze, was sent to Changsha recently when news of trouble at that port was reported.

On Sunday next (Whit Sunday) the Lord Bishop of Victoria will preach at St. Andrew's Church, Kowloon, at the evening service (6 p.m.).

At the Magistracy yesterday a Chinese who was discovered by Inspector McEwan killing pigs in a house at Yau Ma Tei at 3.30 in the morning was fined \$50.

A Chinese student reports to the police having lost his portmanteau while on board the s.s. Sui Tui. The portmanteau and its contents were valued at \$250.

A Northern contemporary remarks on the coincidence that the Champions at Hongkong, Shanghai, Tientsin, and Hankow this year have been won by griffins.

The two Chinese who were charged with stealing a large quantity of goods from a godown in Wing Wo Street and removing them with the assistance of coolies to another godown were yesterday committed for trial.

Captain Pybus, who retired from the service of the C. P. R. Co., was a passenger by the Empress of India which arrived yesterday. Ah King has been building a yacht for Captain Pybus, who arrived just in time to witness the launching of the new craft.

There is a rumour, says a Peking dispatch to the Nichi Nichi, that Sir John Jordan, British Minister at Peking, will be appointed Ambassador in Japan in succession to Sir Claude Macdonald. The rumour is, however, denied by the British Legation as groundless.

The heavy repairing work on the Japanese battleship Togo (formerly the Russian battleship Poltava), has been completed and the trial cruise will shortly take place. The displacement of the ship is 11,000 tons; she carries four 12 inch and twelve 6 inch guns. Her speed is 18 knots.

The gunboat Hashimi, which is navigating the upper waters of the River Yangtze, arrived at Chungking on the 20th ult. having successfully navigated the rapids and gained the honour of being the first Japanese warship to accomplish the difficult journey. The officers and men were enthusiastically welcomed by the Japanese residents—Nagasaki Press.

An armed robbery on board a trading junk was reported to the police yesterday. While this particular junk was in Futumun Pass a boat was rowed alongside in which were seated four men armed with daggers. They boarded the junk, drove the crew below, and ransacked the craft, taking away with them clothing and other articles to the value of \$11.

The last set of the tennis match between the European and Chinese Y.M.C.A. was played on Thursday afternoon and resulted in a win for the latter. The score was 52 to 47 in favour of the Chinese Y.M.C.A.

The dog stories are by no means ended. Another was related yesterday. In this case it was P.C. Bond's dog who added to his laurels in assisting the cause of law and order. The constable discovered a Chinese in the early hours of yesterday morning lifting a piece of wood and a metal flange which were stored against the wall of a house. He gave chase and the man was pursued through Chancery Lane into Queen's Road, where the dog with remarkable intelligence seized the runaway by the trousers and held him until the constable came along. The man was sentenced to three weeks' imprisonment with hard labour.

An interesting case was mentioned before Mr. Hazland at the Magistracy yesterday. On the previous day a cargo-boat owner and one of the crew appeared before Mr. Wood in answer to a charge of stealing rice from the s.s. Pook Sany. There being no appearance for the prosecution, the cargo-boat owner was discharged. Later, Mr. Lecker came into Court and finding the case dismissed had the defendant arrested. Yesterday he appeared before Mr. Hazland and claimed that he had a right to have the case heard before a Magistrate. Mr. Wilson, who appeared for the first defendant, said that as he had been discharged his prosecution could lie against him. His Worship decided to hear the case to-day and fixed bail at \$250, half the amount at what it had been fixed before.

REPLYING TO QUESTIONS IN THE HOUSE OF COMMONS TO-DAY, Sir Edward Grey said that negotiations were proceeding between Great Britain and other Powers with Japan with regard to the settlement of perpetual leases. He said it was not anticipated that the position of leaseholders would be in any way affected in the event of the negotiations not being concluded by the 17th August.

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HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:-

HIS EXCELLENCE THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

COLONEL C. W. R. ST. JOHN, R.E. (THE OFFICER COMMANDING THE TROOPS).

HON. M. C. CLEMENTI (Colonial Secretary).

HON. MR. C. G. ALARANTH (Attorney-General).

HON. MR. A. M. THOMSON (Colonial Treasurer).

HON. MR. W. CHATHAM, C.M.G. (Director of Public Works).

HON. MR. A. W. BREWIN (Registrar-General).

HON. CAPTAIN F. W. LYONS (Captain-Superintendent of Police).

HON. DR. H. CROFTON (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL.

THE COLONIAL SECRETARY.—Your Excellency directed me not to lay on the table to-day the financial minutes mentioned on the agenda (No. 32 to 35) because you thought it would be a convenience to hon. members if in future financial minutes were presented in the form of quarterly schedules. That means that the Finance Committee will be only called together once a quarter instead of after almost every meeting of the Council. That is the practice convenient, and it is hoped it will be found

PATENTS.

THE COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers:- Sessional paper No. 6; Report of the Post Office; and Report of the Director of Education.

THE ATTORNEY-GENERAL, by command of His Excellency the Governor, laid on the table the Report of the proceedings of the Standing Law Committee.

THE MILITARY CONTRIBUTION.

HON. MR. EDE moved the following resolution standing in his name:—"That it is desirable that the Military Contribution should be fixed at the annual sum of One million dollars (\$1,000,000)." In doing so he said:—Your Excellency.—The unofficial members of this Council are unanimous in the opinion that this question should be brought up for debate at this time, viz., before the Imperial Conference. I fully realize that the question of the Military Contribution is a knotty and much debated one, but in moving the motion I am encouraged by your Excellency's attitude as shown in the debate of the 24th September, 1908. You there stated that you approached the matter of the Military Contribution with an open mind, possibly with a bias in favour of the view that the Contribution weighed too heavily, and that you were fully prepared, if your examination of the matter should confirm that view, to appeal to the Imperial Authorities for its reduction. That statement warrants that if it can be shown by reasoned argument that the Contribution at present paid by the Colony falls unnecessarily heavily on the taxpayer relief may be counted upon. The following factors affect the question:—(1) The ratio of taxation at present levied. (2) The cost of Defence of Trade and Property. It has been stated, and is believed by a section of the community, that we are more lightly taxed as taxpayers to pay we are more heavily taxed in this Colony, and I deem that the time has arrived when this statement, which has for so long passed current for truth, should be disproved. I prefer my remarks by saying I have studied all available statistics fairly fully. I have examined the incidence of taxation on different classes of the population, but I have discovered it to be impossible by this means to arrive at any tangible result either for or against the argument for a reduction. I propose therefore to treat the whole question from the point of view of the Law of Averages, a very simple law and easily understood by the people. Following this law, to arrive at the burden of taxation per head one must divide the Revenue by the population. The Gross Revenue of Great Britain in the year 1909, for which full statistics are available, was Imperial £155,000,000. Municipal £163,000,000, or, in all, £316,000,000, the population in the same year being estimated at 46,000,000, or a taxation of £6 17s. per head. The Gross Revenue of this Colony in the same year amounted to £6,000,000, while the population here and in the New Territories was 429,000, or, say, £16 per head, which translated into sterling equals £1 9s., or rather less than one-fifth of the taxation per capita at Home. This at first sight appears to support the contention of those who believe that we are too lightly taxed, but the most important factor has yet to be reckoned with, and that is the ability of the taxpayer to stand the burden of taxation. It is very difficult to arrive at the average wealth of the individual in Great Britain. At first sight the income tax collected would seem to give one a fair indication, but this is misleading, in so far as many below a certain figure per annum pay no income tax at all, and various books of statistics differ as to what proportion this class is to the whole. Another method of estimating the average wealth per head is to take the gross income brought under review of the Department, which in 1908-9, the latest available, was £1,000,000,000 sterling; but even this method is faulty by reason of the fact that it still excludes a large percentage of the population whose incomes are not brought under review at all, and one must therefore look elsewhere for exact figures. In L. G. Chiozza Money's book, "Riches and Poverty," published in 1904, one finds that the national income of the United Kingdom in 1903 was estimated at £1,710,000,000 sterling, but this figure has been challenged by an authority who is more widely known and accepted, viz., A. L. Bowley, who in his notes on the Report of the Royal Commission on the Poor Laws and Relief of Distress, as well as in his book, "National Progress in Wealth and Trade," places the figure at £2,000,000,000 annually. He arrives at this by dividing the national income into four groups:—(1) The part received as wages, (2) the part under review of the Inland Revenue Department, (3) the sum of money which is earned as salaries too small to be considered by the income tax collectors, and (4) the profits from investments abroad and business at Home which in part escape the tax gatherer, though legally liable. This estimate, which was made in 1904, has not since been challenged. It is true that the population of Great Britain has increased since that date, but the average rate of wages has not risen, and although it may be possible, or even probable, that the sum given by Bowley has grown to a larger figure between 1904 and 1909, it is quite impossible to

make an estimate which is not open to be once challenged, and I therefore take the actual figures given, viz., £2,000,000,000 annually, as representing the total income of the population of the United Kingdom in 1909. What therefore was the capital value of property to produce that income? I can speak personally of sterling investments on a fairly large scale, and my experience, which coincides with that of many others in important commercial positions, shows that the average rate of interest is rather under three per cent, but as I am anxious that no taint of special pleading shall characterize this argument I have put down the average rate of interest of four per cent, or 25 per cent, higher than that obtainable for well-invested money. This shows that the capital value of privately-owned property in the United Kingdom is £50,000,000,000 sterling, divide this by the population, and you get a per capita wealth of £1,090. The value of property in this Colony is not even as easy to arrive at, but a fair estimate sets it down at £275,000,000, which is the equivalent of £25,000,000, or, say, £60 per head as against £1,090 per head at Home. It follows therefore that the average wealth of an individual in this Colony is one-eighteenth of that of an individual at Home, so that although we pay taxes of £1 per head, or, as I said earlier, about one-fifth that paid per unit in the United Kingdom, this sum is paid out of the attenuated resources, and if a fair comparison of the respective burdens is made between ourselves and those residential Home it will be seen that we pay nearly four times the tax in proportion to our means. The second leading which I take is the cost of Defence of Trade and Property. Statistics show that in 1909 £60,000,000 was spent in the United Kingdom on Defence, including the expenditure on the Navy—and it is important to remember that the money spent on the Navy is not omitted from the calculation. The trade of Great Britain—imports less re-exports and exports—amounted to £1,000,000,000 sterling. This added to the value of property increased the figure to £51,000,000,000 sterling. Local statistics are non-existent, but the trade of Hongkong can be arrived at by making an analysis of the total exports and imports of China herself, which in 1909 amounted to £98,600,000 sterling. The proportion of those imports and exports from and to Great Britain, Hongkong, India and other British territories are set down in statistical tables at 51 per cent. of the whole, or £50,000,000 sterling, and this added to the value of privately-owned property increases the figure to £75,000,000, which represents the value to be defended. This compared with £51,000,000,000 shows our proper proportion for Defence under this head to be in the neighbourhood of £28, 0/- per annum, or, speaking in the currency of the Colony, \$974,000, which is considerably less than we are paying at present. I submit that the argument although apparently in favour of a Contribution of \$974,000 a year is stretching the point to its utmost limit, in so far that the so-called trade of the Colony, broadly speaking, is only a transitory one, and properly speaking, should not be brought into the calculation at all, more particularly as the figure taken covers a great variety of interests which merely pass through the harbour en route for destination and are never landed here. I have thus shown, Sir, that we are already much more heavily taxed in proportion to our means than those resident at Home. I have further shown that the Colony for defence property available for defence should not exceed \$974,000, and I do not believe that the Secretary of State is deaf to reason I beg your Excellency to place in your views which I have expressed before him in order that a re-adjustment of the Contribution may be made and the much-needed relief obtained. (Applause.)

HON. MR. POLLOCK.—Your Excellency, I rise to second the motion, and I think that the friends which have just been laid before us by my hon. friend are of a very striking character, for they show that compared with our individual ability as taxpayers to pay we are more heavily taxed in this Colony for defensive purposes than are the inhabitants of the United Kingdom. In truth, Sir, the present system of assessing our military contribution is hopelessly illegal, for it is based upon the fallacy that the more revenue we raise to meet the expanding needs of this Colony the more prosperous we must be and the better able to bear a large amount of military contribution. Sir, as a striking instance of the absurdity of such a theory I will refer to the duties on imported sugars. These duties were imposed for the first time in September, 1909, and constituted an entirely normal form of taxation. These were increased at various times subsequent to that date, and on March 16th this year a resolution was passed by this Council increasing them to a very considerable extent. Now, Sir, the astonishing circumstance is this, that while we are obliged to pay this heavy taxation upon our imports we are compelled also to give 20 per cent. of that taxation to the military contribution upon the unsound theory that we are able to pay a larger contribution, whereas the contrary is manifestly the case. Let me pass on now to consider another point. I believe it is sometimes argued that because we do not pay in this Colony the entire cost of our garrison it must necessarily follow that the amount which we pay for military contribution cannot be considered an unreasonable amount. Sir, such a contention has at all events the charm of novelty, for the Secretary of State in his dispatch dated 20th February, 1909, stated that the Colony would then be called upon to pay one-eighth of the cost of this garrison, namely, £40,000 out of £280,000 annually. That assessment of £40,000 was based upon a garrison of 2,522 men. That force, Sir, has been considerably increased and I believe now stands somewhere about 4,400. But, Sir, the amount which we are paying as a contribution in this Colony has increased during these twenty years out of all proportion to the increase in the number of the garrison. Whereas twenty years ago we were paying in sterling £40,000 per annum we paid last year, notwithstanding the enormous drop in exchange which has taken place within the past twenty years, no less a sum in sterling than roughly £10,000. If we look at it from a dollar point of view the result is even more striking, for we shall find that we paid last year 14 lakhs of dollars which is about as we did twenty years ago. Moreover, Sir, since the present system of reckoning the contribution came into force in the beginning of 1901 our payments have gone up in an astonishing degree. Whereas in 1901 we paid eight and a half lakhs for military contribution, we paid last year 14 lakhs of dollars in military contribution. Sir, the unofficial members of this Council yield to no one in their devotion to the Empire, but we are the trustees for the ratepayers of this Colony, and there are extensive public works clamouring to be executed, amongst which I may mention in particular the construction of the new typhoon refuge, which is estimated to cost two million dollars, and the extension of the water works at Tyman, which, I believe, is estimated to cost roughly three million dollars. Besides that, Sir, we have a heavy payment to make annually on account of the railway. I submit that it is imperative that these works should be pushed on with all speed and that they

should not be delayed or hampered by reason of other schemes coming forward requiring large sums of money to be spent upon them. With regard to the typhoon refuge in particular, I would submit that it is imperative that it should be pushed on in order to complete the work by the contract date. Sir, there has already been too much delay in this matter. On referring to the pages of Hansard for 1906, I find that on 1st November of that year I addressed the following question to the Government: "When does the Government intend to commence work on the construction of a new harbour of refuge?" To this the Director of Public Works replied: "As soon as the necessary plans and estimates can be prepared." That, Sir, was over four years ago, and it is only within the last few months that the work on this refuge has been commenced. Sir, a junkman or a sambanman or a cargo-boatman may not be a very heroic figure, but in an important shipping port like this he is a very important factor, and I think that it will be a disgrace to this Colony if through any cause the completion of this harbour of refuge is postponed beyond the contract date. I think there is reason to fear from our experience in the past that if this military contribution is confirmed at the present rate the claims of other works to be accomplished will be pushed on and this work will be postponed. Sir, it may be said that I am anticipating evil needlessly in suggesting the possibility of postponement, but when one considers the new law courts, which have become old before they are new, and when one considers the fact that under the original contract the law courts were to be finished in the year 1906, I think, Sir, I have shown sufficient grounds for healthy scepticism. The unofficial members of this Council are unanimously in favour of this resolution, and they desire a division to be taken. We are not seeking for any favour or grace. We are simply asking in the interests of ratepayers for what is fair and just. (Applause.)

The DIRECTOR OF PUBLIC WORKS.—May I rise to correct one or two statements made by my hon. friend on my left? He stated first of all that the work on the typhoon refuge had only begun a few months ago, but I would remind him that the preliminary dredging had begun two years ago. In the matter of the law courts, he stated that the contract was due for completion in 1906. The contract to which he refers did not include a considerable amount of work that was necessary to complete the law courts. It included merely structural work such as masonry, and did not include the finished building. That formed the subject of a later contract.

HON. DR. HO KAI.—Sir, although this will be the sixth or seventh time I have had the honour in this Council to discuss the military contribution, still, I think a few words are due from me as being the senior unofficial member of this Council in support of the argument which has been put so eloquently by our junior unofficial member and also by my hon. friend who seconded the resolution. I had almost said that I was tired of discussions on this subject, but yet at the same time I don't see how we can avoid bringing it forward periodically so long as the military contribution is raised on an unfair basis. My hon. friend opposite in seconding the resolution has given an instance of the unfairness of the calculation, and I wish to emphasize the opinion that to have to pay twenty per cent. of our gross revenue in that way is most unfair. When we have to raise any extra taxes to meet some contingency, some necessary expenditure, we have at once to pay 20 per cent. to the military contribution. As long as this unfair method of calculating the contribution obtains there must be a periodic protest and discussion in this Council, and I hope that the Imperial Authorities, whom your Excellency informed us at last meeting had the subject under consideration, but had not come to a decision will at once direct their attention and energy to the matter with a view to arriving at a fairer way of reckoning the contributions of this and other colonies. At the same time, Sir, the question is not one of real difficulty. On one hand I think we all agree that we must as a British colony, as a colony, contribute a just share towards the military expenditure of the Empire, and on the other hand it has been said by no less an authority than Mr. Joseph Chamberlain that this military contribution should be calculated in a fair and just way, and the only fair and just basis on which it can be calculated is the ability of the inhabitants at any particular time to pay that amount of contribution. Now during the last ten years it has become well known in this Colony and in the two neighbouring colonies that trade here has been depressed both among Europeans and Chinese, and up to the present day, so far as the natives are concerned, it has not recovered from such depression. We know this by the large amount of money lying idle in the banks. We know they cannot get that money invested at a reasonable rate of interest. Why? Because business is bad and money is not needed to develop it. It may be argued by those who have recently come to the Colony that the Chinese community for charitable purposes is less than one-fifth the taxation per capita at Home. This at first sight appears to support the contention of those who believe that we are too lightly taxed, but the most important factor has yet to be reckoned with, and that is the ability of the taxpayer to stand the burden of taxation. It is very difficult to arrive at the average wealth of the individual in Great Britain. At first sight the income tax collected would seem to give one a fair indication, but this is misleading, in so far as many below a certain figure per annum pay no income tax at all, and various books of statistics differ as to what proportion this class is to the whole. Another method of estimating the average wealth per head is to take the gross income brought under review of the Department, which in 1908-9, the latest available, was £1,000,000,000 sterling; but even this method is faulty by reason of the fact that it still excludes a large percentage of the population whose incomes are not brought under review at all, and one must therefore look elsewhere for exact figures. In L. G. Chiozza Money's book, "Riches and Poverty," published in 1904, one finds that the national income of the United Kingdom in 1903 was estimated at £1,710,000,000 sterling, but this figure has been challenged by an authority who is more widely known and accepted, viz., A. L. Bowley, who in his notes on the Report of the Royal Commission on the Poor Laws and Relief of Distress, as well as in his book, "National Progress in Wealth and Trade," places the figure at £2,000,000,000 annually. He arrives at this by dividing the national income into four groups:—(1) The part received as wages, (2) the part under review of the Inland Revenue Department, (3) the sum of money which is earned as salaries too small to be considered by the income tax collectors, and (4) the profits from investments abroad and business at Home which in part escape the tax gatherer, though legally liable. This estimate, which was made in 1904, has not since been challenged. It is true that the population of Great Britain has increased since that date, but the average rate of wages has not risen, and although it may be possible, or even probable, that the sum given by Bowley has grown to a larger figure between 1904 and 1909, it is quite impossible to

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The value of property in this Colony is not even as easy to arrive at, but a fair estimate sets it down at £275,000,000, which is the equivalent of £25,000,000, or, say, £60 per head as against £1,090 per head at Home. It follows therefore that the average wealth of an individual in this Colony is one-eighteenth of that of an individual at Home, so that although we pay taxes of £1 per head, or, as I said earlier, about one-fifth that paid per unit in the United Kingdom, this sum is paid out of the attenuated resources, and if a fair comparison of the respective burdens is made between ourselves and those resident in the Far East such as this. He sets himself the problem, first of all, to reply to the question as to whether we are more lightly or more heavily taxed than the people in England. Now the first difficulty that suggests itself to me in this problem is, what is the unit? It appears to me that to divide the gross income of a community by the population as given by the census cannot possibly produce any useful result. The census includes women and children who are not separately taxed if they do not form part of the household, and yet, on the other hand, we must remember that they do pay indirect taxes on sugar, tea and other articles both of food and luxury. The general unit, I think, in statistics of this sort is the household or the family. Then again, we must remember that in the revenue that has been assumed, the gross revenue of the United Kingdom which was assumed by my hon. friend, is due to the taxation of the people, to be due to the taxation of the people, you will find that by no means all of that total is the result of taxation. If I remember rightly a part of that revenue which is something like 23 millions, is a product of an investment in Suez Canal shares. You have also investments on the other side of the account, such as the Uganda railway, which was built out of a consolidated fund of five millions sterling and has never been remunerative. All these questions must be taken into consideration, and I will not pursue it further for it leads into a maze of difficulties. But even if we could get figures of incidence of taxation in any one State or community I will ask you how we can contrast these with a community so hopelessly different to the one we are living in at present. Here about 94 per cent. of the population consists of Chinese. They have an abominably small number of households or families of households in comparison to the total population. A large proportion of them, I believe, own real property in China, and many have investments in the banks here or elsewhere. They are also largely a migrating population, but apart from all this the fundamental proposition remains that the incidence of taxation depends upon the ability to pay. Now, admitting that a Chinese coolie would himself in a fairly comfortable circumstances find himself in a more comfortable circumstances, it is hopelessly illegal. (Applause.) I was glad to be able to confirm more strongly the views I then expressed. It was a somewhat strange coincidence of which I was not aware until to-day that while I spoke at the very end of October, 1908, on this subject, the Governor of the Straits Settlements made a not dissimilar speech in November of the same year a week or two later. He laid before the Council a number of papers containing correspondence with the Secretary of State on the subject, and he in very strong terms condemned, as I have, the method of assessment. I am in full agreement with my hon. friend who seconded the motion that the method of assessment is hopelessly illegal. (Applause.) I was glad to see, too, in looking through those papers, that the Governor of the Straits Settlements took the same view which I have myself advocated when he said that the revenue raised to meet a loan—a loan, that is to say, for any large remunerative work, ought not to be assessed to military contribution. In the circumstances, gentlemen, I find I am compelled to limit myself to the somewhat disagreeable and futile task of endeavouring to show that the arguments advanced by my hon. friend are open, I will say, to much criticism, and that the conclusions at which he arrives are not, in my opinion, justified. For the rest, I am unable to lay any claim to the general popularity before you further than what I have already said in the debate of October, 1908. For my own part I think that it is much the best plan in approaching this question to lay aside all futile comparisons with other Colonies of the United Kingdom, and to place ourselves face to face with the real issues before us. They are very simple. Are we paying too much for the military contribution? And this when every nation of the earth is groaning under increased taxation for defence, and when we pay a little under one-third of the cost of the defence of this Colony. The second important question is: Is our land defence adequate? We are entitled that it should be. I am not speaking to order. I express no one's views but my own, but as an honest man I am bound to express clearly and definitely that I do not myself believe that the resolution which is pleased before the Council is one which would be to the advantage of this Colony. It is not a matter which is one of ordinary official routine; it is a matter which affects the Empire at large. My view is that of an individual. It may be that the whole of the unofficial members, and possibly the official members, may disagree, but I have studied this question very carefully. I have spent many days and weeks in comparing the incidence in this Colony and the incidence of the cost of defences in other Colonies all over the Empire, and contrasting them, and I believe that it will not be to the advantage of this Colony to have a fixed contribution of one million dollars or any other sum. I believe it is also to the advantage of this Colony that the private property is invested outside the United Kingdom, from China to Peru. I came across those figures, but I was unable to put my hand upon them before coming to the Council, but the amount is something astounding. But although this enormous wealth is owned by the moneyed class of Great Britain outside those islands, their expenses outside the United Kingdom are exceedingly small. I should say practically nil for the argument, whereas I know it is not so in Hongkong. The hon. member states that the private income in the United Kingdom is accounted by the estimate of one gentleman to our thousand million pounds, and by the estimate of another to two thousand million. We will assume the latter, although the divergence shows how very arbitrary the calculation must be. He stated that the revenue constituted the capital sum privately owned in the United Kingdom to be fifty millions sterling. Now, surely, gentlemen, that is in itself obviously wrong. We know a great part of that privately-owned property is invested outside the United Kingdom, and the divergence is very great. Let me say, too, that the revenue constituted the capital sum privately owned in the United Kingdom to be fifty millions sterling. Now, surely, gentlemen, that is in itself obviously wrong. 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NOTICE.

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6th Ed. Lieber.

INTIMATIONS

G. R.

KING'S BIRTHDAY PARADE,
3RD JUNE, 1911.

IN Accordance with Ordinance 2 of 1869 on the occasion of HIS MAJESTY'S BIRTHDAY PARADE on the HONGKONG CRICKET GROUND, the following Roads will be closed to Ordinary Vehicular Traffic between 9 and 11 A.M.

Queen's Road—between City Hall and the East-end of Murray Barracks, Jackson Road—from City Hall to Connaught Road.

Chater Road—from Hongkong Club to Murray Road, Garden Road to the Peak Tramway Station.

Police on duty will use their discretion in allowing tram cars to pass.

F. W. LYONS,
Capt. Sept. of Police,
Hongkong, 31st May, 1911. [713]

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NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex. s.s. "Burgomaster" from Ibo and Zanzibar.

Ex. s.s. "Manit" from Venice.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents, Hongkong, 30th May, 1911. [5]

FROM EUROPE.

THE H.A.L. Steamship
"SILAVONIA," Captain Peter, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods will be left in the Godowns, where they will be examined on the 6th inst. at 9.30 A.M.

No Fire Insurance will be effected in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office, 1779.

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents, Hongkong, 1st June, 1911. [783]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD STONES and CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road, Hongkong, 1st June, 1911. [776]

INTIMATIONS

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, TO-DAY (FRIDAY), the 2nd day of June, 1911, at 11.30 A.M., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

THE REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 26th May, 1911. [746]

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING, postponed from SATURDAY, the 27th May, 1911, will be held TO-MORROW (SATURDAY), the 3rd June, 1911, commencing at 3.30 P.M.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.

Hongkong, 30th May, 1911. [763]

NOTICE TO RESIDENTS.

THOSE who may have in a day or two to find another dealer in PROVISIONS, GROCERIES, WINES and SPIRITS cannot do better than visit

H. RUTTONJEE & SONS,
who will be pleased to supply all necessities at cheapest prices.

PASS BOOKS and PRICE LISTS can be obtained on application.

Hongkong, 29th May, 1911. [758]

WANTED

WANTED

A COMPETENT MINING ENGINEER to proceed to one of the East Indian Archipelago. Apply in the first instance in writing, with copies of testimonials and state salary required, to

"MINERALS."

Care of "Daily Press" Office.

Hongkong, 29th May, 1911. [760]

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment.

Satisfactory references as to character, &c.

Apply—

A. B. C.,
Care of "Daily Press" Office.

Hongkong, 17th May, 1911. [715]

FOR SALE

HOTEL FOR SALE.

A T Coast Port; as a going concern.

For further Particulars apply to

"HOTEL."

Care of "Daily Press" Office.

Hongkong, 5th May, 1911. [671]

FOR SALE OR TO LET.

"K. ENLIS," 76A, PEAK, SEVEN ROOMS, Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from Tsim Sha Tsui.

Also Boys' and Girls' Best Values.

HOOSAIN-ALI & CO.,
No. 14, Queen's Road Central, Hongkong, 1st May, 1911. [53]

A. LING & CO..

19. QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

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PIG IRON AND FOUNDRY MATERIALS.

GENERAL STOCKKEEPERS AND SHIPCHANDLERS.

NOS. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515. [565]

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Hongkong, 29th October, 1910.

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Documents translated from or into Classical or Colloquial Chinese.

Inspection Invited. [544]

TO LET

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to— HENRY HUMPHREYS,
Alexandra Building, Hongkong, 7th April, 1911. [575]

TO BE LET.

N. 34, QUEEN'S ROAD CENTRAL
(Shop), Opposite the Post Office, No. 24, DAGUILAR STREET, (Suitable for Godown, Etc.), All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc.

Apply to— YEE SANG FAT,
Same Address, Hongkong, 24th February, 1911. [362]

TO LET.

GODOWN, No. 5A, DUDDING STREET.
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1911. [114]

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position. WOODLANDS VILLA, West, 25, Seymour Road.

N. 9, BEACONFIELD ARCADE
(Shop). THE EXYRE, No. 13, Peak, newly Painted and Colour-washed.

BEACONFIELD, from 1st June, 1911. NO. 57, PRAYA GRANDE, Macao.

FOR SALE—TO CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Building, Hongkong, 31st May, 1911. [113]

TO LET.

9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.).

10, MOUNTAIN VIEW.
Apply— "Y. Z."
Care of "Daily Press" Office.

Hongkong, 4th April, 1911. [491]

TO LET.

FIRST FLOOR of No. 4, DES VOEUX ROAD CENTRAL.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices. Ground and First Floor.

Apply— "REX."
Post Office Box 413, Hongkong, 9th May, 1911. [687]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st June, 1911. [116]

TO LET.

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INTIMATIONS

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The confidence of the business world is
An ever widening field of usefulness is



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WITH IT.
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SOLE AGENTS
FOR
HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Weihaiwei.
Astrea, 2nd class cruiser, 4,560 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddie, Shanghai.
Atina, admiral tag, 615 tons, 1,400 h.p., Master S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. G. W. Washington, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. J. M. Barker, Shanghai.
Cadmus, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. L. Lynes, Shanghai.
Chern, water tank and tug, 590 tons, h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, h.p. 1,400, Comdr. H. R. Vale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong.
Marte, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, h.p. 22,000, Capt. S. St. J. Farquhar, cruising.
Kinsha, river gunboat, 615 tons, 1,400 h.p., Lieut.-Comdr. T. J. S. Lynes, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Davy, Labuan (Borneo).
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.), 14,500 tons, h.p. 27,000, Capt. G. C. Cayley, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.
Mooren, river gunboat, 180 tons, 2 guns, h.p. 500, Lieut.-Comdr. G. P. Leith, Hongkong.
Newcastle, 2nd class cruiser, 4,00 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Hongkong and Singapore.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillerden-Woodward, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 h.p., Comdr. Lambe, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Hongkong.
Sandpiper, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. E. J. Southby, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo-boat destroyer, 305 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, en route to Singapore.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. G. E. Hartford, Weihaiwei.
Wideore, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. M. H. Wilding, Yangtze.
Woolcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. B. Brooke, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Yangtze.

PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKOW (SHANGHAI) with inset
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Standard of Colors, Hongkong Stamp Duties, Postal Guide, Signal Code, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859 Convention, 1860; Rules for Joint Investigation of Customs Revenues, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Rowton Extension, 1898; Weihaiwei, 1898; Convention, Commercial, 1904; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1865; Conventions, 1868, 1887 and 1898; Foreign Trade Regulation, 1898; United States—Tientsin, 1858; Additional, 1883; Peking, 1859; Immigration, 1894 Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liutung Convention, 1895; Liutung Convention, 1896; New Port 1898; Supplementary Commercial, 1903; Russian—St. Petersburg, 1891; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treaty, 1904.

Russia, 1888; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1882; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1870; Japan Supplementary, 1875; Japan, 1894 and 1905; United States, 1892; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856, 1899 and 1900; France, 1893; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier, 1890; Great Britain and Russia, Railway Convention, 1890.

CUSTOMS TARIFFS

China, Japan, Siam, Corea

LEGAL DOCUMENTS

Order in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam. Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences; Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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MAP OF THE FAR EAST

PLAN OF YOKOHAMA AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, THIRTEEN

Straits Settlements Stocks and Shares.

RUBBER COMPANIES.

Singapore May 11.

Per value each share £1. Calls paid up are:	Malayan Companies	Singapore Fraser & Co's Prices, April 13	Dividends	Per value each share £1. Calls paid up are:	Malayan Companies	Singapore Fraser & Co's Prices, April 13
1/6 paid	Alor-Pongsu .....	.....	.....	fy. paid	Malacca Ordinary	9.150
2/ fy. "	Anglo-Johore	1.310	75% 10	fy. "	Merlimau	5/10
17/6 "	Anglo-Malay	1.310	5% 10	fy. "	Morton Syndicate	1.150
fy. "	Bakap	16.00	150% 10	fy. "	Mount Austin .....	.....
fy. "	Bantang .....	.....	.....	fy. "	Narborough Est.	15% 10
fy. "	Batu Caves .....	.....	.....	fy. "	North Hummock .....	.....
fy. "	Batu Kawan .....	.....	.....	fy. "	Padang Jawa	4/3
fy. "	Batu Tiga	6.28	10% 10	fy. "	Pandan Jchore	3.16
fy. "	Beranang Selangor .....	.....	.....	fy. "	Pataling	325% 10
fy. "	Bernam Perai	3%	100	fy. "	Pelepas (Johore)	9/-
fy. "	Do Ordinary .....	.....	.....	fy. "	Perak	12% 10
fy. "	Bidor .....	.....	.....	fy. "	Poneo Est.	10%
12/6 "	Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei	17/6	12/6	fy. "	Ratana	10% 10
2/ fy. "	Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei	17/6	12/6	fy. "	Rombia	10/- pm
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Rim .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	R. Est. of Krian .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	R. of Johore .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sagga	12.100
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Seafied	6.10.0
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Selangor	3.2.9
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Selat Rubber	375% 10
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sempah .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Senday	1.17.6pm
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Seremban	4.19.3
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Serangoon .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Shelford	3.15.0
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Siginting (N. S.) .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Singapore Para	5/6
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Stratford (Bertom)	7/6
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Stratmore R .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Bahru .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Choh	4.17.6
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Kapar	13/7
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Kruit	26%
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Liang .....	.....
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Salak	4.15.0
2/ fy. "	Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkong	15/6	10	fy. "	Sungei Way	6.6.0
2/ fy. "	Handy, torpedo-boat					

STRANDED.

AVIATION AND MAGIC.

I met him in the corridor outside the British Consul's door, in a city half the world away from Liverpool. Despite my spruce appearance, he seemed to know instinctively that my object was the same as his; why, I do not know. He was a large, old, shabby man, with uncombed white hair and beard. He walked with an easy roll, despite a slight limp—the perfect gait of an old sailor pacing the dock in bad weather.

I stood before the door hesitating, planning my opening remarks to the Consul. Then I knocked lightly and listened for an invitation to enter. The old fellow sailed up to me like a ship in a storm and gripped the door handle tightly. His furious turning of it and the shake he imparted to the door and the look he gave me were meant to tell me that he had a right of entry prior to mine.

"You are a broke?" he asked huskily.

"No," I said, looking him full in the face with a flat desert.

His look penetrated me. "You do not want to go to England?"

"No," I have private business with the Consul," I said.

"Because," he went on, slowly, unshedding my denial, "you've no chance to-day. The Consul is sending me. It's the *Stratigrapher*. She's said to-morrow with a full crew. I've already signed on as 'andyman' at a shilling a month. Skipper won't take more'n one."

"Oh," I said, "she sails to-morrow?"

"Yes; I'm an old sailor." And he spat some tobacco juice five yards into the corridor and rolled his quid into the other cheek. I looked at him hard and turned away.

We commenced to pace the corridor from opposite directions, meeting at intervals minutes in front of the Consul's door, and however fast or slow I walked he always contrived, without apparently changing his rolling gait, to make me pass him level with the door on the outside track. The business-like tread on the stairway arrested our attention. We each drew up at either end of the corridor in the shadows. The newcomer was a neatly dressed, middle-aged little man, round-faced, side-whiskered, smoking a big cigar—the Consul. He had closed the door after himself before we returned to stir; then I walked forward very slowly. But the old fellow did not hurry into the room as I had expected; he rolled directly up to me, meeting me on this side of the door, and when I drew aside to let him pass he confronted me.

"It's no good," he said, huskily; "I won't take you. There's no room for another."

I stepped to the other side of him and passed him, and I entered the office he resumed his roll with a grunt which I afterwards recalled as something between a sigh and a groan. The Consul raised his head from his hands.

"Good morning," I said; and to respond to my greeting he removed his cigar from his mouth. "I'm sorry, but—" I began.

He raised his brows, divining instantly my mission. "Oh," said his eyes, "I thought you were a gentleman," and he replaced his cigar between his teeth.

"I'm stranded," I concluded quietly.

"Well, what of that?" he asked.

"I want to get to England."

"Why?"

"My mother is—is—" Dying?" he asked. He seemed to expect the information. Perhaps the plan was not a new one to him.

"Yes."

"Hm," he remarked, indifferently. "Wait outside; or—no," he said, catching the sound of the swinging gait on the other side of the door, "you can sit down there in the corner. There's a Liverpool barque clearing this afternoon; the skipper will be in shortly."

I sat down and waited. I could hear the old fellow rolling to and fro in the corridor. My fancy pictured him alone outside, over keeping a perfectly straight course despite his limp and deep-sea roll. Once as he passed I heard him spit. Formerly I had thought he did it ostentatiously to convince me that he was a real sailor; now I know that he did it naturally, for there was no one to infer from his excellent seafarer's length how experienced a sea-dog he was. Presently the door was flung open by a hardy, square, fierce-faced little man, steel-eyed, deep-lined and weather-beaten; the skipper. He and the Consul shook hands, and spoke quietly near the table.

"What's been done?" suddenly rasped out the skipper. "Runnin' away from 'ome?"

"No; touring round the world," I answered quietly.

"Tooria!" A peculiar light shot across his face as he spoke. I think he made it with his eyes, in which there seemed to be concentrated the personal force of a dozen men. I should say that he "glinted." I afterwards learned that it was his way of smiling.

"Can ye go aloft?" he asked.

"Yes, I said; knowing then that the top of a mast is as high as a church steeple."

He turned to the Consul. "Sign 'im on as boy," he growled.

I stepped forward delighted. "You'll find I'll work, captain," I said with animation.

"Hold your tongue," said the Consul sharply, "and take off your hat." I remembered that I was no longer a gentleman; indeed, that I was a social dervish shortly to become a sailor, and mostly did as I was bid. The skipper was muttering, apparently to himself, "Yes, I thought I heard him say ominously, 'you'll work all right.'"

Suddenly the door shook slightly, as though a tremulous hand were on the handle. Then I noticed that the "roll" outside had been discontinued. The old, wizened sailor stood half within.

The Consul turned again to the skipper. "Oh," he said, "and this is the other?" I think he said "thing."

The skipper laughed and shook his head.

"Nothin' doin'," he said abruptly.

"But I'm star—" began the old fellow, apologetically.

"Nothin' doin'" came the emphatic growl.

I heard him roll along the corridor, down the stairway. —Ez.

WEATHER REPORT.

On the 1st at 12.05 p.m.—The barometer has fallen moderately on the E. coast of China, and risen slightly on the S. coast.

A depression, apparently shallow, has appeared over the Yunnan valley.

The high pressure area, which is central over E. Japan, extend towards S.W. and reaches the S.E. coast of China.

Moderate E. and S.E. winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood. Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Lantau. Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan. Same as No. 1.

E and S.E. winds, moderate; showery.

AN INDIAN'S IMPRESSIONS.

A Press dispatch from Calcutta said:— "Of all the wonders of the world, this is the greatest wonder. God be praised! The English will yet discover the means to raise the dead," said an Indian when he saw M. Jules Tyrol, the Belgian aviator, who is now in Calcutta, on an aviation mission with Baron de Caters, floating over the racecourse the other day.

"Do you know, sahib, how they do it?" was his next question.

It was useless entering into the details of the mechanism of an aeroplane, so I contented myself with telling him that the airship had an engine which gave the machine wings.

"It is not true that they know magic, and make the onlookers believe that they are in the air while they are in reality among us," he asked next, and when he was told that the aviators were no magicians he put on a sceptical look.

"I have heard that in older times people knew how to fly. But this is wonderful," he repeated, as he again searched the heavens for the aeroplane. M. Tyrol's machine was then a mere speck at a height of 6,200ft.

"If they can go up so high," the man continued, his wondering gaze still fixed on the aeroplane, "they can reveal the secrets of heaven. They can live in other worlds, but—who knows? It is, perhaps, only a trick of magic."

"Is the air-carriage ordinary wood or is it obtained from some hidden jungles where man has never been?" If it is not magic, the wood must be of a kind unknown to us. Perhaps it is brought from the country of the Djinns, and is possessed."

He again lapsed into silence. "Wonderful," he murmured after a while, and then proceeded: "In my village there was an old woman who was a 'dobi' (possessed of a spirit), and I have heard she could foretell the future and speak of things happening in distant lands. It is not the engine which makes the airship fly; it is in a tone of finality. "The wood out of which the ship is made is possessed. There is a Djinn in the wood who makes it rise in the air; or perhaps he is in the engine, for the aviator says it is the engine which makes the airship move."

Asked if he wished to go up in the air in an aeroplane, he shook his head. "It is the work of the Devil One, sahib, and we must leave it alone. I have heard many have been killed by these air-carriges. That proves that he is a Djinn who works them, and when he is annoyed he kills the flying man. Ha! ha! sahib, he laughed triumphantly, "it must be the work of the Devil One."

Asked if he wished to go up in the air in an aeroplane, he shook his head. "It is the work of the Devil One, sahib, and we must leave it alone. I have heard many have been killed by these air-carriges. That proves that he is a Djinn who works them, and when he is annoyed he kills the flying man. Ha! ha! sahib, he laughed triumphantly, "it must be the work of the Devil One."

He was told that sometimes even locomotives get out of order.

"What does that prove?" he asked. "Does it not show that all these things are the work of the Devil Spirit?" and he entered into a long description of the powers of the spirit of the locomotive. He left me convinced that Satan dwelt in flying machines, and that aviators were probably by now spreading the news far and wide.

"I want to get to England."

"Why?"

"My mother is—is—" Dying?" he asked.

"Dying?" he said. He seemed to expect the information. Perhaps the plan was not a new one to him.

"Yes."

"Hm," he remarked, indifferently. "Wait outside; or—no," he said, catching the sound of the swinging gait on the other side of the door, "you can sit down there in the corner. There's a Liverpool barque clearing this afternoon; the skipper will be in shortly."

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"Nothin' doin'" came the emphatic growl.

I heard him roll along the corridor, down the stairway. —Ez.

WEATHER REPORT.

BY ROYAL WARRANT.

PURVEYORS TO

H.M. KING GEORGE V.

JOHN BEGG'S

FAMOUS

SCOTCH WHISKY.

DADY BURJOR & CO.

7, QUEEN'S ROAD CENTRAL,

HONGKONG,

TELEPHONE No. 665.

14

LATEST STEAMER MOVEMENTS.

HONGKONG HOTEL.

KING EDWARD HOTEL.

GRAND HOTEL.

TENISON'S HOTEL.

HONGKONG METEOROLOGICAL REGISTER.

HONGKONG OBSERVATORY, MAY 1ST.

HONGKONG TIDE TABLE.

HONGKONG PORTS.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., SEATTLE & PORTLAND (OR).

SHANGHAI AND JAPANESE PORTS.

THE BANK LINE, LIMITED.

THE BANK LINE, LIMITED.

INDIAN AFRICAN LINE.

THE BANK LINE, LIMITED.

SHIPPING

ARRIVALS.

BUELOW, German str., 503, H. Formes, 1st May—Yokohama 20th May, Mails and General—Melchers & Co. Ltd.
BUYU MARU, Japanese str., 1,913, Yatsuyanagi, 1st June—Dairen 26th May, Coal—Mitsui Busan Kaisha.
CHIHLAR, Norwegian str., 1,102, H. Nielsen, 1st June—Bangkok 25th May, Rice—Angard, Thorson & Co.
CHINHUA, British str., 1,355, Benson, 1st June—Shanghai 23rd May, General—Butterfield & Swire.
EMPEROR OF CHINA, British str., 3,046, R. Archibald, R.N.R., 1st June—Shanghai 29th May, Mails and General—C. P. R. Co.
GLENFALLOCH, British str., 1,434, J. Mason, 1st June—Singapore 25th May, General—Order.
NINGPO, British str., 1,228, T. W. Pickthard, 31st May—Nawchung and Chefoo 25th May, General—Butterfield & Swire.
PAKHOK, British str., 1st May—Canton.
PETCHABURI, German str., 1,373, O. Gosewich, 31st May—Bangkok 24th May, Rice and Meal—Order.
SABINE RICHERS, Dutch str., 573, D. E. Bosse, 1st June—Fuchow 30th May, Ballest Asiatic Petroleum Co.
SLAVONIA, German str., 2,829, B. Peter, 1st June—Singapore 26th May, General—Hamburg-American Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
1st June.
Bennoth, British str., for Kobe.
Haiyang, British str., for Swatow.
Haldis, Norwegian str., for Haiphong.
Loongsan, British str., for Manila.
Nippon Maru, Japanese str., for Shanghai.
Vanderlin, German str., for New York.

DEPARTURES.

1st June.
BUELOW, German str., for Europe, &c.
CHINHUA, British str., for Canton.
CHOWTAI, German str., for Kobe.
COHESZ, German str., for Kobe.
FUKU MARI, Japanese str., for Moji.
LANDRAT SCHEIFF, German str., for Bangkok.
LINAN, British str., for Shanghai.
LUCHOW, British str., for Shanghai.
NANCHANG, British str., for Manila.
TURCARO, British str., for Shanghai.

SHIPPING REPORTS.
The British str. *Empress of China* reports: Fine weather throughout.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co. str. *China* from San Francisco sailed from Yo'wolum on the 28th ult. for Hongkong, and is due to arrive here on the 5th inst.
The P. M. S. S. Co. str. *Manchuria* sailed on the 16th ult. for Hongkong, and is due to arrive at Nagasaki on the 16th instant.
The T.K.R. str. *Chyo Maru* left San Francisco on the 24th ult., and is due at Hongkong on the 20th instant.

THE AUSTRALIAN MAIL.
The E. & A. str. *Albion* left Sydney on the 15th ultime, for this port (via Queensland and Timor and Manila).
The N.Y.K. str. *Nippon Maru* (Australian Line) left Sydney for this port via ports on the 17th ult., and is expected here on the 5th inst.
The E. & A. str. *Eastern* left Sydney on the 24th ultime for Hongkong, via Queensland and Port Darwin, Timor and Manila.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th ultime a.m. to-day.

THE CHINESE MAIL.
The H.A. Line str. *Saxonia* left Singapore on the 26th ult. p.m., and may be expected here to-day a.m.

The P. & O. S. N. Co.'s str. *Nubia* left Singapore for this port on the 29th ultime, at 10 a.m., and is due here to-morrow at about 2 p.m.

The str. *Ischia* left Singapore for this port on the 29th ultime, and may be expected here on or about the 5th instant.

The *Bauk* Line str. *Lucifer* sailed from Moji on the 30th ultime for Hongkong.

The "Ben" Line str. *Bentwic* from Antwerp, Middlesex, and London left Singapore on the 31st ultime for this port.

The O.S.K. str. *Seattle Maru* left Tacoma for Hongkong, via Japan and Manila on the 29th April, and is due here on or about 8th inst.

The O.W. & Co. str. *Nippon* left Port Said on the 19th ult., and is expected here on the 15th instant.

The O.S.K. str. *Mexico Maru* left Tacoma for this port via Japan and Shanghai on the 13th ult., and may be expected to arrive here on the 15th instant.

The str. *Centaur* left London on the 23rd April, and is therefore due here on or about the 18th instant.

The *Mogul* Line str. *Pathan* left United Kingdom on the 12th March for Hongkong via Straits.

The *Mogul* Line str. *Sikh* left United Kingdom on the 6th ultime for Hongkong via the Straits.

The T.K.K. str. *Kijo Maru* left Callao on the 27th ultime for Hongkong, and is due to arrive on the 1st August.

VESSELS ON THE BERTH

SOCIETÀ NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG, G. Having connection with Company's Mail Steamers to PORT SANTO, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PRESTAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA," Captain Balista, will be despatched as above on TUESDAY, the 13th June, at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 31st May, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & B.R.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MONTMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHERSON, & CO., LTD.	About 3rd inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO., LTD.	About 10th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NIKE	Brit. str.	—	E. F. Daldy, R.N.R.	P. & O. S. N. CO., LTD.	About 14th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ACADIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINER	On 5th inst.
ROTTERDAM, RAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINER	On 26th inst.
HAIRE, BREMEN & HAMBURG, &c.	FREIRENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINER	On 9th inst.
HAIRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINER	On 8th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGI MARU	Jap. str.	—	M. Hagiue	NIPPON YUSHIN KAISHA	On 7th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSHIN KAISHA	On 14th inst. a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUWA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSHIN KAISHA	On 21st inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Krause	HAMBURG-AMERIKA LINER	On 23rd inst.
NEW YORK	DACRE CASTLE	Am. str.	—	Meissner	HAMBURG-AMERIKA LINER	To-day.
NEW YORK, VIA "PORTS" & SUEZ CANAL	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHERSON, & CO., LTD.	About 3rd inst.
NEW YORK, VIA "PORTS" & SUEZ CANAL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO., LTD.	About 10th inst. at Noon.
NEW YORK, VIA "PORTS" & SUEZ CANAL	NIKE	Brit. str.	—	E. F. Daldy, R.N.R.	P. & O. S. N. CO., LTD.	About 14th inst.
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NEW YORK, VIA "PORTS" & SUEZ CANAL						

"GRAETZ."

METALLIC FILAMENT

EHRICHE & GRAETZ,

LAMPS

BERLIN S. O. 36.

Saving in current 70%

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

June 1st.

On LONDON—
Telegraphic Transfer 194
Bank Bills, on demand 193
Bank Bills, at 30 days' sight 194
Bank Bills, at 4 months' sight 194
Credits, at 4 months' sight 194
Documentary Bills 4 months' sight 194On PARIS—
Bank Bills, on demand 229
Credits, at 4 months' sight 233On GERMANY—
On demand 185On NEW YORK—
Bank Bills, on demand 443
Credits, at 60 days' sight 453On BOMBAY—
Telegraphic Transfer 135
Bank, on demand 135On CALCUTTA—
Telegraphic Transfer 135
Bank, on demand 135On SHANGHAI—
Bank, at sight 74
Private, 30 days' sight 75
On YOKOHAMA—On demand 883
On MANILA—On demand 89
On SINGAPORE—On demand 77
On BATAVIA—On demand 108
On HAIPHONG—On demand 14
On SAIGON—On demand 14
On BANGKOK—On demand 84
On SOVEREIGNS, Bank's Buying Rate 810.95
GOLD YEN, 100 fine, per tael 857.20
BAR SILVER, per oz. 24.42

SUBSIDARY COINS.

Chinese 20 cents pieces 77.25 discount
Chinese 10 " 77.82 " " " " "
Hongkong 20 " 77.18 " " " " "
Hongkong 10 " 77.39 " " " " "THE CIGARETTES OF DISTINCTION
Bouton Rouge
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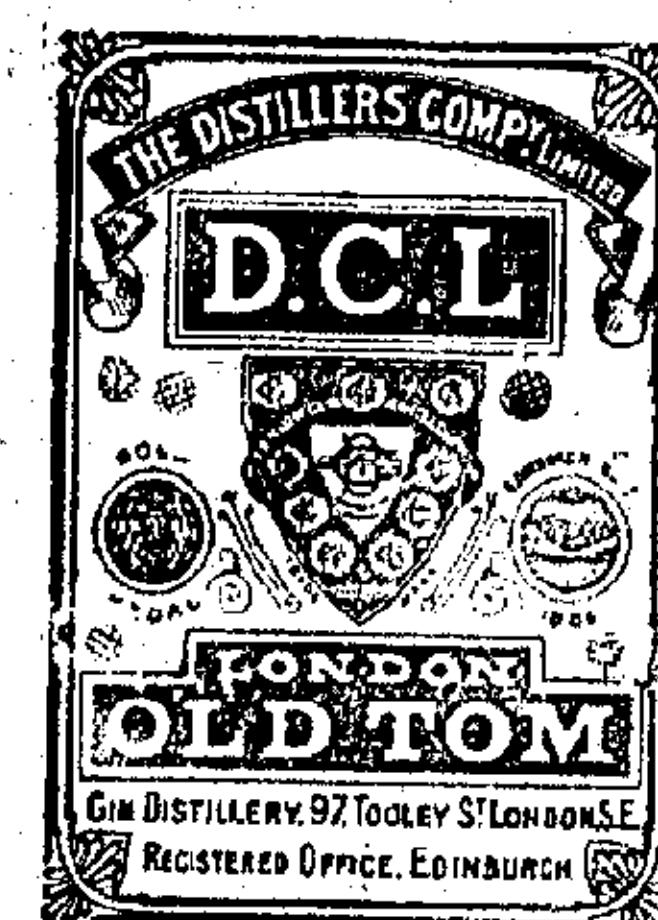
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TO-DAY
10 A.M.—Auction of Machinery, &c., at the
Godowns situated in Wild-dell, Wan Chai,
by Geo. P. Lammer.11.30 A.M.—Twenty-Sixth Annual Ordinary
General Meeting of A. S. Watson & Co.,
Ltd., of Hongkong Hotel.1.30 P.M.—Second Meeting of Hongkong
Gymkhana Club at Happy Valley,
Bank Holidays.FORTHCOMING EVENTS.
Saturday, 24th June—Extraordinary General
Meeting of the National Bank of China, Ltd.,
12.30 P.M.OPIUM
—0—
May 16th.

Quotations are:

Malwa New \$2,250/2,300 per picul

Malwa Old \$2,320/2,350 "

Malwa Older \$2,370/2,390 "

Malwa V. Old \$2,420/2,450 "

Persian fine quality \$1,125 "

Persian extra fine \$2,025 "

Patna New \$2,375 per chest

Patna Old \$2,375 "

Benares New \$2,375 "

Benares Old \$2,325 "

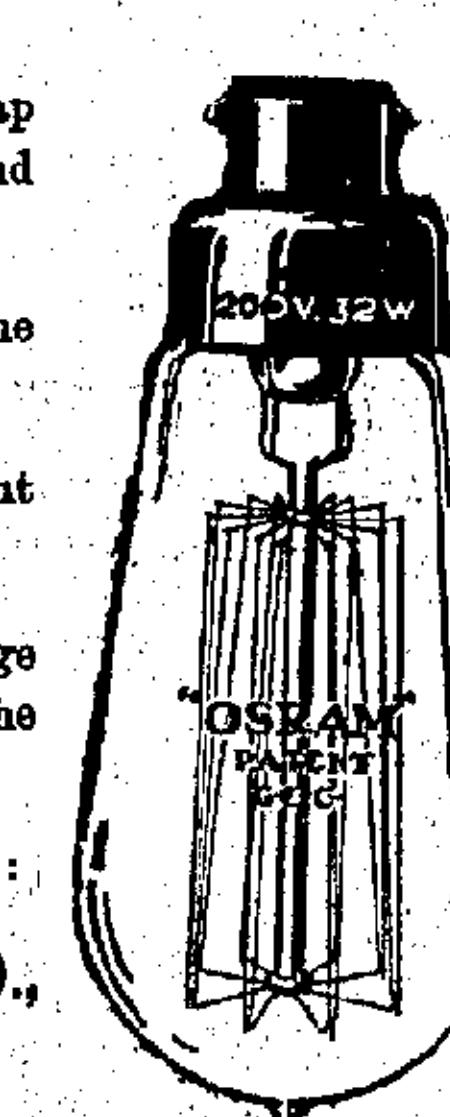
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